FAMILIARIZATION FLIGHT TERMINOLOGY © QuickDraw, Inc.

FAST CRUISE	170 KIAS (clean) Power as required (750#-800#)
NORMAL CRUISE	150 KIAS (clean) Power as required (600#-650#)
NORMAL CLIMB	120 KIAS (clean) Max allowable power (1015#/695°C) Attitude: cowl seam on horizon
EN ROUTE DESCENT	Normal cruise airspeed, 150 KIAS Power 300#
FAST CRUISE EN ROUTE DESCENT	Fast cruise airspeed, 170 KIAS Power 300#
DOWNWIND CONFIGURATION	100 KIAS, gear down, flaps up Power as required (500#-550#) Landing lights ON
LANDING APPROACH CONFIGURATION (LAC)	90 KIAS, gear down, flaps down Power as required (600#) Landing lights ON
MAX ALLOWABLE (POWER)	Torque set to 1015#, monitor ITT so as not to exceed 695°C Prop RPM 2200±25
WINGTIP DISTANCES	
One wingtip	Wingtip
3/4 wingtip	Outboard aileron hinge
2/3 Wingtip	Middle aileron hinge
1/2 wingtip	Fuel cap
1/3 wingtip	Fuel cell access panel inboard of fuel cap.
1/4 wingtip	Between wing root and fuel access panel (also the double row of rivets).

ALDIS LAMP SIGNALS:

Signal	On The Ground	In Flight
Steady Green	Cleared to Takeoff	Cleared to Land
Flashing Green	Cleared to Taxi	Return for Landing
Steady Red	Stop	Give Way to Other Aircraft
Flashing Red	Taxi Clear of Runway	Do Not Land
Flashing White	Return to Starting Point	Not Used
Alternating Red and Green	General Warning Exercise Extreme Caution	General Warning Exercise Extreme Caution
Red Pyrotechnic	Not Used	Wave Off Immediately

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GPS General Functions:

1. OTH 1: FSS
2. OTH 2: ARTCC's
3. OTH 5: Fuel calculations
4. STA 1: Satellite info: Valid position with 4 or 3 with altitude.

   Space Vehicle: bad, weak, unknown, blank (good), and fail.

   Signal to noise ration: mid 30s to 50s is usable.
5. STA 5: RAIM status. Above bar is good, below is bad.
6. SET 3: Nearest APT criteria. Set length/surface of runway desired.
7. SET 6: Turn anticipation enable/disable with cursor.
8. SET 7: Altimeter setting.
9. ALT button: Press twice to accept/mod as desired.
10. APT 7: SIDS/STAR.
11. APT 8: Approaches.
12. Save page: Press save and enter for present position (SAR use).
13. CTR: Waypoints for FIR boundaries.
14. Super NAV 5: Right cursor for VOR-off, APT-on, TK-change to Hdg

    Scale: Auto left cursor and small dial.

Note: To insert a new airport (etc.) into FPL, it goes in above the cursor.

OPERATING AREA GPS FLIGHT PLANS

FP 1: South Mustang
FP 2: BI South
FP 3: Central
FP 4: North Mustang
FP 5: BI North
FP 6: Foxtrot
FP 7: Delta

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GPS RVFAC:

1. Load approach into the active flight plan.
2. Select navigation source to GPS.
3. Tune backup TACAN/VOR NAVAIDS.
4. Brief the approach.
5. Verify amber 'ARM' within 30nm of the airfield.
6. Press 'ALT' to verify altimeter setting.
7. Once on vectors, select 'OBS'.
8. Select FAWP as the active WPT.
9. Select 'Super NAV 5/AUTO scale/verify FAWP active'.
10. Twist FAC in the CDI.
11. On vector to final, select 'LEG' prior to 3nm from FAWP.
12. Configure to BAC within 5nm of FAWP.
13. At FAWP, conduct 6T's, verify 3 green 'GPS/ACTV/LEG'

If missed approach:
Select 'Direct', verify MAWP, 'Enter'

GPS Procedure Turn Approach:

1. Load approach into the active flight plan

2. Select navigation source to GPS

3. Tune backup TACAN/VOR NAVAIDS
4. Brief the approach
5. Verify amber 'ARM' within 30nm of the airfield
6. Press 'ALT' to verify altimeter setting
7. Select 'OBS':
   - prior to the IAF if the IAF&FAF **are** co-located
   - after the IAF but prior to FAF if the IAF&FAF **are not** co-located
8. Conduct 6T's at IAF
9. At the end of two minutes, execute the 45/180 reversal
10. Once established with FAC intercept, select 'LEG' prior to 3nm from FAWP, twist FAC, configure to BAC
11. Select 'Super NAV 5/AUTO scale/verify FAWP active'
12. At FAWP, conduct 6T's, verify 3 green 'GPS/ACTV/LEG'

If missed approach:
Select 'Direct', verify MAWP, 'Enter'

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GPS Arcing Approach or 'Basic T' Approach:

1. Load approach into the active flight plan
2. Select navigation source to GPS
3. Tune backup TACAN/VOR NAVAIDS
4. Brief the approach
5. Verify amber 'ARM' within 30nm of the airfield
6. Select 'Super NAV 5/AUTO scale'
7. Press 'ALT' to verify altimeter setting
8. Select 'LEG' prior to the IAF
9. Conduct 6T's at IAF
10. Once established on the arc or approach leg, twist desired tr into the CDI, configure to BAC within 5nm of FAWP
11. Once on FAC, verify FAWP active
12. At FAWP, conduct 6T's, verify 3 green 'GPS/ACTV/LEG'

If missed approach:
Select 'Direct', verify MAWP, 'Enter'

GPS Holding:

1. Select navigation source to GPS
2. Select holding fix as the active WPT

- select 'LEG' en-route to the holding fix
- select 'OBS' prior to the holding fix and center CDI needle

3. Determine proper holding entry procedure
4. Conduct 6T's at holding fix
5. At the end of outbound timing or distance, tail-radial-turn
6. Upon reaching holding fix commence No-Wind Orbit
7. At the end of outbound timing or distance, tail-radial-turn
8. When wings level start timing if required and determine wind direction, tail-radial-wind, and number of degrees off the the holding course
9. Upon reaching holding fix commence Correction Orbit